

**AMENDMENTS TO THE CLAIMS**

1.- 18. (canceled)

19. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first brake pad detachably connected to the actuating device;

a second brake pad detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly having a design that actively lifts and provides a clearance for the first brake pad, wherein the spring assembly is arranged against said first brake pad such that it precludes an unsymmetrical load on the first brake pad, wherein the spring assembly includes:

a first leg portion which is detachably hooked to a shackle of a carrier plate portion of the first brake pad, wherein a shackle is disposed on a first side of the carrier plate portion opposing a frictional lining portion of the first brake pad, wherein said frictional lining portion is secured on a second side of said carrier plate, wherein said frictional lining portion provides a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake ~~lining~~ pad for actively lifting the actuating device after a braking application,

wherein the first leg portion of the spring assembly is supported on the first brake pad in a circumferential direction by said ~~between two~~ actuating device[s].

20. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly abuts, in a protected fashion, in an indentation of the brake housing.

21. (canceled)

22. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly includes a second leg portion detachably hooked into a bore in the brake housing.

23. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is arranged in a recess between two bridge portions of the brake housing.

24. (Previously presented) The spot-type disc brake assembly as claimed in Claim 23, wherein the first leg portion of the spring assembly, at its free end, includes bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle.

25. (Previously presented) The spot-type disc brake assembly as claimed in Claim 23, wherein the spring assembly includes a second leg portion supported in the recess on the brake housing.

26. (Previously presented) The spot-type disc brake assembly as claimed in Claim 24, wherein the spring assembly includes a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly.

27. (Currently amended) The spot-type disc brake assembly as claimed in Claim 26, wherein the brake housing includes at least one grooved-shaped indentation.

28. (Currently amended) The spot-type disc brake assembly as claimed in Claim 27, wherein the at least one grooved-shaped indentation[s are]is shaped during casting of the brake housing.

29. (Currently amended) The spot-type disc brake assembly as claimed in Claim 27, wherein said spring assembly further includes the second leg portion with a free end having at least one matingly configured fastening portion[s] under a spring bias that improves accurate positioning and hold of the second leg portion.

30. (Currently amended) The spot-type disc brake assembly as claimed in Claim 29, wherein the [two]at least one matingly configured fastening portion[s] includes two matingly configured fastening portions which are received in the at least one grooved-shaped indentation[s].

31. (Currently amended) The spot-type disc brake assembly as claimed in Claim 29, wherein the at least one matingly configured fastening portion is received at the grooved-shaped indentation.

32. (Currently amended) The spot-type disc brake assembly as claimed in Claim 29, wherein the at least one matingly configured fastening portion is received at a fastening portion bore in the brake housing.

33. (Previously presented) The spot-type disc brake assembly as claimed in Claim 26, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferentially or a radially accurate positioning on the brake housing.

34. (Previously presented) The spot-type disc brake assembly as claimed in Claim 33, wherein the pocket is shaped during casting fabrication of the brake housing.

35. (Previously presented) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a spiral-type wound tension spring having an end portion which is detachably fastened to the brake housing

36. (Previously presented) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a compression spring having an end portion which is detachably fastened to the brake housing.

37. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is configured as a leg spring having an end portion which is detachably fastened on the brake housing.

38. (Previously presented) The spot-type disc brake assembly as claimed in Claim 19, wherein at least one mid-portion of the spring assembly is conformed to an “S” shape, and wherein an end portion of the spring assembly is supported on the brake housing in a circumferential direction.

39. – 40. (canceled)

41. (Currently amended) A spot-type disc brake assembly, comprising:  
a brake housing including at least one grooved-shaped indentation, wherein the at least one grooved-shaped indentation is shaped during casting of the brake housing;  
an actuating device arranged in the brake housing to apply an actuating force to a first brake pad lining detachably connected to the actuating device;  
a second brake pad detachably connected to the actuating device and anchored axially on the brake housing; and  
a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for a frictional lining portion of the first brake pad, wherein the spring assembly is arranged against said first brake pad such that it precludes an unsymmetrical load on the first brake pad, wherein the spring assembly abuts, in a protected fashion, on the brake housing in said at least one groove-shaped indentation, wherein the spring assembly includes:  
a first leg portion which is detachably hooked at a shackle portion of the first brake pad, wherein the shackle resides on a back side of a carrier plate portion of the first brake pad and wherein [a ]the frictional lining portion is secured to a front side of said carrier plate portion, wherein said frictional lining portion provides a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:  
bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

two matingly configured fastening portions under a spring bias that improves accurate positioning and holding of ~~a second leg portion of~~ said spring assembly, wherein the two matingly configured fastening portions are received at the grooved-shaped indentations.

42. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing including at least one grooved-shaped indentation, wherein the grooved-shaped indentation[s are]is shaped during casting of the brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first brake pad detachably connected to the actuating device;

a second brake pad detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake pad, wherein the spring assembly is arranged against said first brake pad such that it precludes an unsymmetrical load on the first brake pad, wherein the spring assembly abuts [an]said at least one grooved-shaped indentation on the brake housing, in a protected fashion wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake pad, wherein the shackle is attached to a back side of a carrier plate portion of the brake pad and wherein a frictional lining portion of the brake pad is secured to a front side of the carrier plate portion wherein the frictional lining portion in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad for actively lifting the actuating device after a braking application, wherein the first leg portion, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in

order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

a matingly configured fastening portion under a spring bias that improves accurate positioning and holding of ~~second leg portion~~ of said spring assembly, wherein the matingly configured fastening portion is received at the grooved-shaped indentation or at a fastening portion bore in the brake housing.

43. (Currently amended) A spot-type disc brake assembly, comprising:

a brake housing;

an actuating device arranged in the brake housing to apply an actuating force to a first brake pad detachably connected to the actuating device;

a second brake pad detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake pad, wherein the spring assembly is arranged against said first brake pad such that it precludes an unsymmetrical load on the first brake pad, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation of said ~~between the~~ actuating device[s], wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake pad, wherein the shackle is attached to a back side of a carrier plate portion of the brake pad and wherein a frictional lining portion of the brake pad is secured to a front side of a carrier plate portion, said frictional lining portion providing a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake pad for actively lifting the actuating device after a braking application, wherein the first leg[,] portion of said spring assembly includes a free end, having,

bent portions to permit ease of mounting the first leg portion at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the

radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferential or a radially accurate position on the brake housing, wherein the pocket is shaped during casting fabrication of the brake housing.